



The Hongkong Telegraph

(ESTABLISHED 1881)

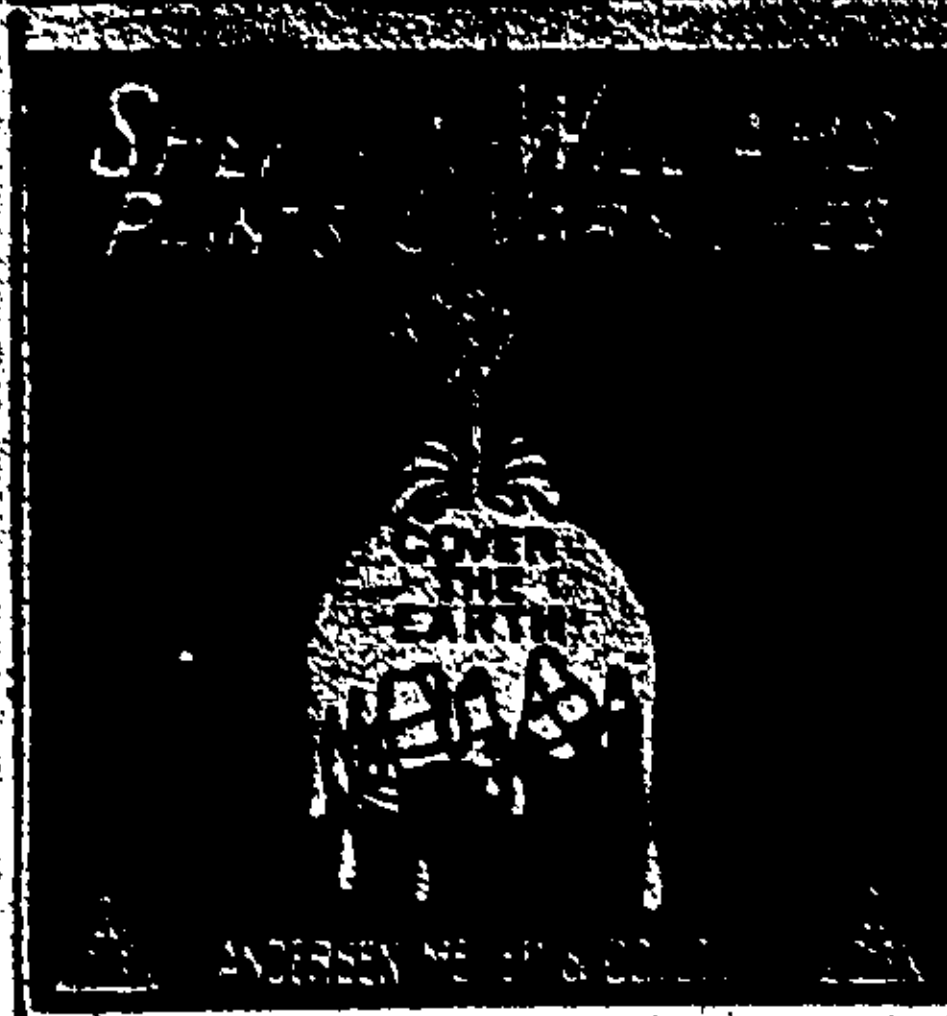
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TO-DAY'S CHINESE TELEGRAMS.

CHINA AND GERMANY AT PEACE.

Shanghai, September 17.
A lengthy Mandate has been issued by order of the President declaring the termination of the war against Germany. The Mandate says that the object of entering the war was to co-operate with the Allies to protect International Law and humanity, and to suppress militarism in order to secure a lasting peace. The war is now over and the Peace Treaty has been signed by various representatives in Paris, the Chinese representatives being quite in accord with the Allies in all the terms of the Treaty excepting three clauses referring to Shantung, which greatly encroach on China's sovereignty. Therefore the Treaty has not been signed by China. But as China is one of the Allies she should act in accordance with them, and, with the decision of Parliament, the public is now notified that the war of China against Germany is terminated.

FINANCIAL AID FOR CHINA.

Shanghai, September 17.
It is reported in political circles that the old Bank Group has agreed to advance a small sum to assist the Government, within one month. The exact amount is not known.

FOREIGN RELATIONS COMMITTEE MEETS.

Shanghai, September 17.
The Foreign Relations Committee of the State Department held a formal meeting on the 16th inst.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)
H. M. S. HAWKINS.

Singapore, September 16.
H. M. S. Hawkins is expected at Penang on October 7th. Vice Admiral Duff is expected here on October 3rd.

STRAITS NEWS.

Singapore, September 16.
The Hongkong, after four and a half years' transport work, resumes her former run on the Singapore-Hongkong-Amoy line. The Sultan of Johore has given \$50,000 from the Privy Purse to Raffles College, as an endowment. The Johore Government will endow permanently a professorship for \$12,000 yearly. A \$24 all round increase in rice has occurred. Six inches of rain were registered in Penang yesterday.

OUR PEKING LETTER

(From Our Own Correspondent.)

Peking, 6th Sept.
The monthly tiffin at the Hotel des Wagon Lits yesterday under the auspices of the Anglo-American Association was unusually interesting. It took the form of a farewell to Dr Reinsch, the American Minister. At the close of the meal, Mr E. P. Allen, the chairman, in a well phrased speech emphasised the importance of the Association in bringing Britons and Americans together and leading to a community of purpose in working for the uplift of the world. The occasion on which they had met that day was sad but it was also agreeable. It was sad to break a personal tie. It was also agreeable because it was always agreeable to do honour to a man who was worthy of honour. They were all satisfied that Dr. Reinsch had served his country well and in doing so had served the interests of progressive people. Dr. Reinsch made a feeling reply dwelling on the mutual understanding and sympathy which was developed by such associations.

No official communication has yet been received confirming the accuracy of the report carried a few days ago by the *Shih Pao* to the effect that the British French and American financial groups had rejected the Japanese claims that Manchuria and Mongolia should be excluded from the scope of the Consortium in China and that they were prepared to proceed with the Consortium without Japan if necessary. Chinese trust that the Consortium will not be in-

timidated by Japan's bluff and will adhere to their original intention which was framed for the common good.

The popularity of the departing American Minister is reflected by the extent of the entertaining which he is receiving in the two weeks prior to his leaving on September 15th. He has been or is being entertained to a remarkable series of luncheons and dinners among others by the President, the Premier, ex-Premier Hsiung Hsi-ling, ex-Premier Chien-Nun-hsin, Field Marshal Tuan Chi-Jui, the Acting Minister of Foreign Affairs, the Minister of War, the Minister of Navy, the Anglo-American Association, the International Anti-Opium Association, the International Press Club, the American Association of North China, the Peking Bankers, and a number of Chinese societies.

His Excellency, the American Minister, on being asked for a statement regarding China before his departure from Peking made the following brief but spontaneous utterance: "The most significant event of the past year is the creation of an active Chinese public opinion which, when fully organised, will be a strong support to representative government in China. The economic conditions of the country are so sound that during the post-bellum reconstruction period China will occupy a particularly strong economic position. There are difficulties in her public finance due to the political troubles of the last few years, but the underlying financial strength affords a sound basis for re-organised government finance. In international affairs the Sino-Japanese question is all absorbing to

ENGINEERS' INSTITUTE.

PRESENTATION TO MR. W. BUDGE.

There was a considerable gathering at the Institute of Engineers and Shipbuilders, last evening, the occasion being the presentation to Mr. W. Budge of a silver tea set, on the occasion of his marriage.
In making the presentation, Mr. R. M. Dyer referred to Mr. Budge's long connection with the Institute. He was sure they would all join in wishing the recipient of the souvenir all prosperity and happiness.
In replying, Mr. Budge said the presentation had somewhat overwhelmed him, but it made him feel that his efforts were appreciated. He thanked them on behalf of his wife and himself for the token of good fellowship. He joined the Institute in 1895 and his number was 13, but it was not so unlucky after all. He thanked them all very much for their kindness.

The company then drank the health of Mr. Budge.
A plate of the tea set, which was of silver and very handsome, bore the inscription: "Presented to Mr. W. Budge on the occasion of his marriage by the members of the I. E. and S. H. K. September, 1919."

BAND CONCERT.

TO-MORROW'S PROGRAMME BY U.S.S. BROOKLYN.

The following programme of music will be played by the band of the U. S. S. Brooklyn on the Cricket Ground to-morrow (Thursday) from 5 to 7 p.m.:

1. March... U.S.S. Brooklyn
 2. Overture... Maritane Wallace
 3. Fox Trot... (a) Siamese Patrol Lincke
 - (b) Si Yo Fuera Rey Adams
 4. Valse Lento... Lo Encantadora Navarro
 5. Fox Trot... (a) I'll Say She Does Johnson
 - One Step... (b) Everyone Love Lives Down In Dixie De Costa
 6. Selection from La Boheme Puccini
 7. Fox Trot from "Katinka" Allah's Holiday Friml
 8. The Missouri Waltz Logan
 9. One Step... In the Sweet Long Ago Lange
 - The Star Spangled Banner God Save the King
 - I. M. Acierio, Leader.
- The public will be admitted free. Entrance will be by the west gate.

the Chinese public because to their mind it goes to the essence of what relations between the outside world and China are to be in the immediate future.

Chinese sources confirm the report that negotiations between the Chinese and British Governments on the subject of Tibet are proceeding satisfactorily on a written basis submitted by the Chinese and entertained by the British. There is no question of British aggression as reported in the Japanese press here, and the impression which these journals are endeavouring to convey is entirely wrong. Such reports are maliciously false and cannot be too strongly condemned.

An interesting rumour going the rounds is that the Japanese, with the laudable intention of wrecking the Consortium, are offering to make an advance of sixty million dollars immediately to China provided the settlement of the Shantung issue is undertaken at once. The news inspires the yet-supported Chinese with hope, for funds have not been plentiful of late. The rumour is not probably unconnected with the Frontier Development Bank which General Hsu is founding. Though only Chinese are to be permitted to hold stock, there is little doubt where the money will actually originate.

NEW REGIMENT FOR HONGKONG.

WILTSHIRES EXPECTED NEXT MONTH.

The Second Battalion of the Duke of Edinburgh's (Wiltshire) Regiment, which is believed to have left England yesterday for Hongkong, and which will relieve the Manchester Regiment stationed here at present, was previously the 95th Foot. The regimental flag bears the names of the following battles in which it participated: "Louisburg," "Nive," "Peninsula," "New Zealand," "Ferozeshah," "Sobraon," "Sevastopol," "Pekin, 1860," and "South Africa, 1879, 1900-1902."

The battalion's uniform is scarlet with buff facings. The battalion is in command of Lieutenant-Colonel J. R. Wyndham. Mrs. Wyndham accompanies Lieutenant-Colonel Wyndham to Hongkong.

The following are some of the officers attached to the Battalion: Majors A. W. Timmins, W. W. Mosley, D.S.O., G. Le Huquet and C. A. Law; Captains J. D. James, M.C., and G. K. Waite, M.C.; and Lieut. A. T. Adams.

THE REGIMENTAL SPORTS.

An English provincial newspaper recently had the following:

The 2nd Battalion of the Wiltshire Regiment, now stationed at Chiseldon under the command of Lieut-Colonel J. R. Wyndham, is leaving England for a tour of foreign service in September. It is not going to India as was at first supposed. It is going to Hongkong. It leaves England on or about the 16th September.

Favoured by delightful weather, there was a large gathering at the extensive camp at Chiseldon last Wednesday—beautifully situated, contiguous to the main road, practically midway between Marlborough and Swindon—on the occasion of the sports of the 2nd Battalion of the Wiltshire Regiment, which (as stated above) is leaving the country about the middle of September for Hongkong. In addition to the Officer Commanding the Battalion (Lieut-Col. J. R. Wyndham) and Mrs. Wyndham, the company included Brigadier-General G. L. Hibbert, C. B., C. M. G., D. S. O. (commanding the troops at Chiseldon) and staff; officers from the Regimental Depot; Major Mosley, D.S.O., Major Le Huquet, and Lieut. Adams; Captain Wells (Northampton Regiment), late Compy-Sergt-Major on the 2nd Battalion; Major A. W. Timmins, Major C. A. Law, Capt. and Adj. J. Samut, Capt. J. D. James (president of the sports committee), Captain G. K. Waite, M.C., and most of the other officers serving with the battalion. A party of the staff and non-commissioned officers at the Depot motored over—Sergt-Major Denley, Sergt-Major Hall, C.S.M. Weatherdale, C.S.M. Davis, R.Q.M.S. Harmon, C.Q.M.S. Mead, Colour-Sergt., Orderly Room Sergt. Gray, Colour-Sergt. Goodfellow, Webb, and Wherry; Mr. H. Shepherd (hon. secretary to the Old Comrades' Association), and Mr. Neate, of the barracks post office (late of the Wiltshire Regiment).

An excellent programme was provided, and the battalion band supplied the music. The comfort of the visitors was not overlooked, the officers and n.c.o.'s each having well-appointed enclosures for their guests where refreshments were liberally dispensed. R.S.M. A. T. Blake, and C.S.M. Mawer assisted Captain D.J. James, M.C., in his numerous duties as president of the sports committee, and C.S.M. Vinall was in charge of the messing arrangements. The members of the committee were: Major A. W. Timmins (president), Capt. J.D. James, M.C., Capt. E. O'Hanlon, M.C., 2nd Lieut. A.R. Moore, M.M., R.S.M. A.T. Blake, C.S.M. G. Mawer, C.S.M. G. Moss, C.S.M. A. Vinall, M.M., and C.S.M. L. Holloway, M.M. The starters were Captain Waite and Captain Samut.

There were 26 events, all of which were gone through with customary military smoothness. As was to be expected in a

HONGKONG SHIPYARDS.

REPAIRS AND CONVERSION CONTRACTS.

The Blue Funnel vessel Jason is undergoing repair at the Kowloon Docks. She had the misfortune to run aground somewhere outside Vladivostok in a fog some time ago.

Three more standard ships are now nearing completion at the Tai Koo Docks.

The lighter Dreote is under conversion to an oil tanker at Tai Koo. She belongs to the Asiatic Petroleum Co., Ltd. She is having her engines installed.

The Asiatic Petroleum Co., Ltd., has brought up the Limburg from the Straits, and the Kowloon Docks will soon be refitting her with an engine similar to the one that the Tai Koo Docks are putting on the Dreote. These big lighters, of 2,000 tons, have hitherto had to be towed from place to place by a powerful steam tug. The Asiatic Petroleum Co. now finds it more economical to equip them with motor engines. The Limburg makes one or more trips under the old system of being towed to the Coast ports. She then goes to the Kowloon Docks to have her motor engines fixed.

ADMIRAL RODGERS.

TO VISIT CANTON TO-MORROW.

Admiral W. L. Rodgers, Commander-in-Chief of the Asiatic Fleet of the American Navy, will be a visitor to Canton, arriving to-morrow morning, September 18, from Hongkong, on board the U. S. S. "General Alava," leaving here next Monday, according to word received by Acting American Consul Carl D. Meinhardt. It is hoped that the Admiral will be able to accept an invitation of the Chinese-American Association at a dinner and reception sometime on Saturday evening at a place to be arranged for. Mr. Hin Wong hopes to be able to procure the banquet hall of the new Hotel Asia for the occasion—Canton Times.

battalion which is in the process of re-formation, the competitors were not up to those of pre-war standard; but a large number of young soldiers entered and the next meeting will probably produce competitors who will redeem the good name which the battalion has always had for sport. The championship of the meeting was won by 2nd Lieut. Moore, who scored 16 points. The prizes were distributed at the close of the day by Mrs. Wyndham.

INFECTIVE DISEASE AND INSANITY.

TWO OPPOSED SCHOOLS.

A medical correspondent writes to the Times thus:—Those who are best able to judge feel that there is scope for progress in the study of mental disease in this country. The present state of matters is not entirely satisfactory. The war has afforded many lessons; it is of great importance that these lessons should be applied to our civilian work.

In the first place, knowledge of the healthy mind has increased to a great extent. The excellent researches in this direction constitute a contribution of great value to what may be called the "physiology" of the subject. But there are other directions in which knowledge has not advanced at the same rate. We are still far from a proper understanding of the pathology of mental disease.

One of the greatest contributions to this branch of medicine was Mott's view that the general paralysis of the insane is of syphilitic origin. Here was the definite linking of a mental disease with an infection of specific type. More recent researches have upheld the view, and there is now a school of thought which would, as a preliminary measure, seek for an infective cause in cases of insanity. Another school seeks rather for what may be called a mental infection—a cause lying in the heredity or early mental environment of the patient.

The views are by no means irreconcilable, and there is reason to hope that future work will give due weight to both. If a man has become infected his nervous system will have suffered to some extent—this can be shown. It is but natural to suppose that any hereditary bias or any fault in "mental hygiene" will now be more likely to declare its presence. What may be urged is that efforts should be made to keep possible predisposing causes in view in all cases. One would like to know the results of careful bacteriological examination of a series of insane persons, and to see these results compared with others obtained in healthy persons. The close connection of insane states with the puerperium and with certain infectious diseases is not accidental. It should repay fuller investigation.

IN A FLAMING AEROPLANE.

Lieut. Jones and Lieut. Lowrie were flying from Oranmore to Galway recently when the machine caught fire. They descended in all haste, and landed in a field with the machine enveloped in flames. The officers were seriously burned about the face, hands, and body, and were taken to hospital in Dublin.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 1/3-1/4.

THE WEATHER.

Forecast:—Fine. Barometer.—29.95. Temperature 2 p.m.—83. Humidity, 2 p.m.—43.

HAMBURG TO-DAY.

CITY OF STARVATION.

An English business man who has just spent a week in Hamburg writes a letter describing the terrible conditions prevailing in that town. The following extracts are particularly noteworthy:—

Germany has fallen, and is still falling lower. There is no work for rich or poor, for there is an almost entire absence of all necessary raw materials. Men of fashion who formerly bought their clothes in Bond Street (the German "cut" not being good enough for them) now make no secret of the fact that their suits have been "turned" or that their shirts are patched. That may perhaps strike one as comedy, but it is tragedy to hear of the children of these "well-to-do" people dying for want of nourishment; of the heads of great commercial houses turning out foodless in the morning to spend an idle day in an empty office or warehouse.

Hamburg! That former hive of industry, with its park-like open spaces and those glorious stretches of water the Elbe and the Alster; with its fine shops and still finer warehouses (a model of what Manchester ought to provide for her toiling thousands) now a city not, perhaps of the dead, but of the starving, of the out-of-work, of the discontented and nerve-shattered.

Small wonder that riot and rebellion are rife, when a day's wages are not sufficient to buy a day's food, let alone a night's lodging; when clothing cannot be bought even by the rich, and the dread spectre of a black winter is before the vision of thousands, nay millions.

The ordinary manual worker is physically incapable of doing his work on the poor fare, and I have personally known cases where four men have been required to do a lifting job which previously one man could accomplish. To an Englishman, who can get from 70 to 75 marks for his pound note, living may still seem moderately cheap in Germany, but what of the German workman, whose money has depreciated to about a quarter of its normal value, apart from the fact of the world-wide increase in the cost of the necessities of life?

When the people become desperate there is rioting; the prisons are broken open, and the peaceable citizens are at the mercy of a ruffianly mob, who, as a well-known merchant said to me, "seem to object to anyone wearing a clean collar." As an Englishman, proud of his country, proud of the glorious navy and army who have beaten militarist Germany to her knees, I appeal to my fellow-countrymen to think now of the dying babies, the badly-clad children, and the self-sacrificing fathers and mothers in that stricken land, and to use every effort to send food before it is too late.

DON'T FORGET.

TO-DAY

Coronet Theatre—5.15 and 7.15 p.m.
Victoria Theatre—8 p.m.

TO-MORROW

Coronet Theatre—5.15 and 7.15 p.m.
Victoria Theatre—8 p.m.



From "The Passing Show."

KICKING THE BUCKET.

Mr. Scallie may find it a painful lesson.

Rait, was her constant determination to bring about cordial relations

GENERAL NEWS.

HIPS BEING SCRAPPED.
Submarine E52 was recently paid off at Devonport and placed on the disposal list. It is understood that altogether about 200 ships of all classes of pre-Dreadnought days are being sold for breaking up, including a large number of destroyers.

SMELLING MEDICINE.

That medicines for all diseases may be applied by inhalation is the conclusion of a New York medical authority, after many years of experiment. Hitherto this method has been chiefly confined to anaesthetics and remedies for respiratory affections, but marked success is claimed for it in both digestive and nervous troubles. The medicine in liquid form is used to saturate a sponge, which is contained in a tube through which nitrous oxide gas as a "conveyor" is inhaled. Risk of chemical or other change from contact with food materials is avoided, and the medicine is absorbed into the circulation from the lungs even more readily than from the stomach, smaller doses sufficing.

BREATH-CATHING SALARIES.

£30,000 a year—£2,500 a month for a boy of twenty-four! Such, it is said, is the stupendous salary Mr. Ensel Ford receives for managing the world-famous Ford Motor Company in the United States. To the average man who would be thankful to earn such a sum by a long life time of toil, such an income for twelve months' work for a young man not long out of his teens seems almost inconceivable. And yet across the Atlantic, in the land of the "Almighty Dollar," it excites no surprise, scarcely even interests for incomes in five figures are as common as incomes in four in England. It is said that there are five thousand men in America to-day, all employees, who are earning more than a high court judge or bishop draws in England; and many hundreds whose annual revenue surpasses that of our Lord High Chancellor. There are managers of great business houses, insurance, bank and finance companies, by the hundred, whose salaries range from £30,000 to £50,000 a year. Among the employees of the great American Steel Trust there are a dozen men, some of them still in the twenties, whose earnings average over £30,000 every twelve months. Each man earns in a year more than three times his weight in gold. And even such fabulous incomes seem trivial compared with the salary of £160,000 a year paid to Mr. Charles M. Schwab as president of the same company; within twenty years of earning his first dollar as a "take-driver" in Mr. Carnegie's great works at Braddock. While still in the thirties this amazing man had worked his way to an income half as great again as that of the British Cabinet of the time.

MARSHAL FOCH'S WARNING.

"When I return to France," says Marshal Foch in an interview on Peace Day, "I am going to write a book and then shall take up my residence in a country house and occupy my remaining years in the peaceful occupation of a farmer." The Marshal sums up his personal view of the two campaigns, 1870 and the Great War, in an epigram: "Time has its revenges," he said, "but in my case it is the bitterness of youth that is sweetened in old age." In a previous interview on the way over Marshal Foch said to Mr. Ward Price of the *Daily Mail*: "The British army is a marvel." The military history of the world contains no parallel to the production of such an army in such a way. In every respect the British army has been superb. There was no branch of all its manifold departments in which it was not fully up to its work. That for a nation with no obligatory military service and no military tradition behind it is, I repeat, a marvellous accomplishment, and that brings us to another question. Next time? You can raise the men for an army in two or three months but it needs a year before they are much good and next time England will be in the same situation as she was last time. She won't be ready and we shall have to wait for her. There is at any rate an obvious and indispensable precaution to take. You must have reserves of war material. Look at the out-of-date equipment with which we started this war! The next war will be more than ever one of machinery. You should have laboratories of invention always at work keeping you abreast or ahead if possible of progress in the mechanical side of war."

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GENERAL NEWS.

"TIN HATS" FOR SALE.

Although the Army allowed demobilized soldiers to retain their steel helmets as trophies of war, the supply was far in excess of the demand, and now the Government Disposal Board is seeking a market for the surplus quantity, which numbers many thousands of new and second-hand helmets, with or without leather lining, but all fit for further use. In addition to protecting the soldiers' heads, these helmets served many other purposes in less exciting times. They were frequently used as wash-basins, and in the trench dug-outs they often served as candlesticks.

A "VISITOR'S MISCHIEF."

A labourer named Francis Henry Smith, aged 17, of Wanstead, was remanded to the Stratford Police Court on a charge of breaking into 31 Gloucester-road, Wanstead, and stealing two gold rings, two silver watches, a pack of cards, and a shilling in coppers, the whole valued at £20, and in damaging goods to the value of £10, the property of Arthur Johningle. It was stated that the coverings of three chairs had been hacked in the dining-room, a tin of milk poured over the table cloth, a quantity of black currants squashed and thrown with broken eggs on a dish of fruit, cake strewn about the floor, and a bottle of lemon squash poured over the drawing-room carpet. The Bench ordered that the prisoner should be medically examined.

ANIMAL OR VEGETABLE.

The "missing link" between human beings and apes has not been discovered, but during your seashore wanderings you may come upon one of the links that join the animal to the vegetable world, or, at least, that stand almost midway between the two. This is the deep purple seaweed called coralline, found in nearly every pool. Coralline is deep purple when it is alive, with stony-coated joints which turn white when the plant dies. It may easily be recognised, and when spread out, takes something the form of a small tree-branch. Naturalists have now definitely decided that it is vegetable, but for many years they were puzzled, and many learned folk argued that coralline was animal because of the close resemblance between its chalky joints and certain of the corals.

THE WAR'S EFFECT ON SHIPPING.

RISE IN U.S. TONNAGE.

For the first time since the outbreak of the war Lloyd's Register of Shipping has been issued entirely free from censorship. The 1919-20 edition has been carefully revised and brought up to date, and all camouflage as regards losses, which was rendered necessary by war conditions has been eliminated.

An examination of the new statistical tables shows that in July, 1914, there were in the maritime countries about 45,404,000 tons gross of steamers, and 3,686,000 tons net (approximately equal to 4,050,000 tons gross) of sailing vessels. The present figures are: Steam tonnage 47,897,000 tons, and sailing tonnage 3,022,000 tons, the tonnage of steamers having thus increased by nearly 2½ million tons, while the sailing tonnage has decreased by about 1,030,000 tons gross.

The seagoing tonnage of the United States has increased by about seven and three-quarter million tons—from 2,027,000 tons to 9,773,000 tons—equal to more than 382 per cent as compared with the 1914 totals. Japan has added 617,000 tons to her merchant tonnage, equal to over 36 per cent, and the British Dominions have added 231,000 tons, or over 14 per cent. The countries where the greatest decrease has taken place are: The United Kingdom, showing a loss of more than two and a half million tons—from 18,892,000 tons to 16,345,000 tons; Greece 530,000 tons, Norway 360,000 tons, Italy 192,000 tons, Spain 175,000 tons, and Denmark 139,000 tons.

Enemy vessels which at the date of the Armistice had not been captured or requisitioned by other countries are included in the 1919 figures as German and ex-Austro-Hungarian. The tonnage of enemy vessels taken over by the Allies since the Armistice amounts to over one and three-quarter million tons. Germany's total of 3,247,000 tons indicates a loss of 1,838,000 tons at the date of the Armistice, as compared with 1914, and the figure will be considerably increased.

One of the most striking results of the comparison of the 1919 and the 1914 figures is the relative

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position of the United Kingdom and the United States. In 1914 41.6 per cent of the world's tonnage was owned in the United Kingdom, and 4.46 per cent was composed of seagoing tonnage of the United States. The present figures are:—United Kingdom 34.1 per cent, United States 24.9 per cent, including 20.4 per cent of the seagoing tonnage. By excluding "wood tonnage, the American seagoing tonnage would be reduced to 8,426,000, against 16,267,000 tons for the United Kingdom. As regards the size of the vessels, it is generally the accepted fact that for ocean voyages large vessels are more efficient and economical than smaller vessels. Vessels of less than 2,000 tons are usually employed in the home trade or for short sea voyages in the foreign trade. For this purpose the geographical position of the United Kingdom is more favourable than the position of the United States, as a larger number of smaller vessels can be employed in the foreign trade of the United Kingdom than is possible in that of the United States.

JAPAN IN THIRD PLACE.

After the United Kingdom and the United States—and excluding Germany—Norway, France, and Japan were the leading countries in 1914. The order, has now been reversed as regards Norway and Japan, the latter country now leading with 2,325,000 tons. France, notwithstanding her losses during the war, has actually added 40,000 tons to the steam tonnage owned in 1914. Greece has suffered seriously owing to the war. In 1902 this country had 238,000 tons of steam tonnage, which in 1914 had grown to 321,000 tons. The present total, 291,000 tons, is practically the same as was owned in that country seventeen years ago. The loss of tonnage as compared with 1914 of the Scandinavian countries—Norway, Sweden, and Denmark—amounts to about 600,000 tons, equal to 16 per cent of the total tonnage owned by these countries in 1914. Of the other principal neutral countries Spain has lost 175,000 tons, while the United

figures for Holland show an increase of 102,000 tons.

After estimating what would have been the tonnage of the principal maritime countries in 1919 had there been no war, the Register gives the following differences as the effect of the war upon shipping:—

Decreases: United Kingdom, 5,003,000 tons; British Dominions, 199,000; France, 536,000; Germany, 3,582,000; Holland, 384,000; Italy, 677,000; Norway, 1,025,000; other countries, 2,816,000.

Increases: United States, 6,729,000; Japan, 20,000.

Summarising these totals the net result of the war on the world's merchant steam tonnage would appear to be:

	Tons.
Loss of British tonnage	5,202,000
Loss of foreign tonnage (except U.S.A.)	9,000,000
Total	14,202,000
Net gain to United States tonnage	6,729,000

Net world's loss... 7,473,000

The question of efficiency of the present steam tonnage has not been taken into account in these figures. There is no doubt that a large amount of tonnage is now in existence which under ordinary conditions would have been broken up and replaced by more modern and more economical vessels. This applies to the United Kingdom to a much greater extent than to other countries. During the three pre-war years 1911-13 close on two million tons of steamers were sold foreign, and of course replaced by better vessels, while during the three years 1914-18 probably less than 100,000 tons of steamers were sold in this way. Moreover, a large proportion of the tonnage built during the war is not equal in general efficiency to the tonnage which was built in the last few years before the war. Taking these considerations into account, it may reasonably be assumed that the world has lost through the war far less than 8½ million tons gross of shipping, which is a very small proportion of the 12½ million tons of about 1914.

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	" " 37 "

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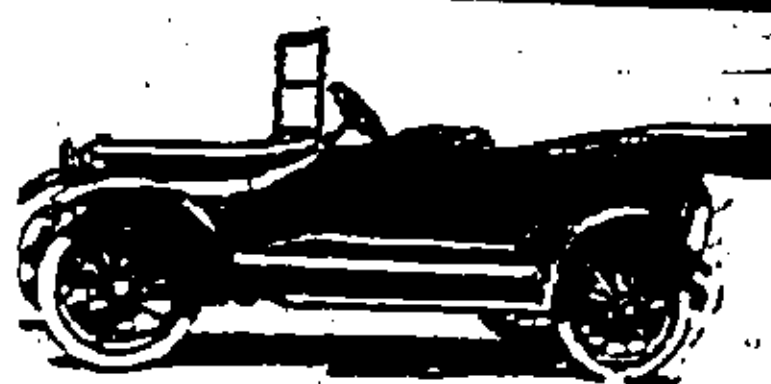
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The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 17, 1919.

THE CHINESE PUZZLE.

So far as can be judged from outward circumstances, the re-assembling of the Shanghai Peace Conference is likely to be a piece of "look-see pidgin" rather than a development possessed of any real significance or worth. For some time past, reports have been current that a basis of settlement has already been found, and that it will merely be the business of the delegates attending the resumed Conference in Shanghai to confirm the arrangement arrived at. Whether that is really so, time will show. There are factors, however, which support this belief, amongst which may be cited the decision of Sun Yat-sen, to cut himself adrift from the Canton Government, and the fact that Luk Wing-ting has of late shown a decided inclination to work hand-in-glove with the Northerners. In this latter connection, it is believed in some circles that Luk is prepared to see to the overthrow of the Military Government in Canton and thereafter to preserve harmony between North and South. Whatever measure of truth there may be in these reports, there can be no doubting the point that the Canton movement has spent a deal of its force and that to-day its influence is far less than it was a year ago.

We have said before—and the same point has just been made by the Chairman of the China Association—that this dispute between North and South is no matter in which the people of China are concerned, but that it is a struggle for office and the fruits of office by self-seeking political factions. The so-called Constitutionalists of the South have issued many high-sounding declarations, and sent them broadcast throughout the world, giving the impression that the people of South China have been ground under the heel of the Northerners and been denied even the most elementary rights of citizenship. The propagation of this idea has gained considerable sympathy for the South in foreign countries, the more so because of the prevailing belief in the rights of oppressed elements to liberation and self-determination. These foreign sympathisers look upon China as a Republic in very truth, instead of in name only, and they thus imagine that real tyranny is being employed by a reactionary element to keep the enlightened section of the people in the background. In point of fact, of course, the whole upheaval is mere political manoeuvring. So far as the rights of the people go, it will be immaterial which of the two groups of office-seekers gets the better of the other.

No piece of parchment will bring salvation to a country. So said Mr. Anderson, the Chairman of the China Association, when referring to the stress laid upon the Constitution by the so-called Parliamentary Party. It is the spirit that animates the people of the country which is the vital thing, he added. What is equally vital is the integrity and unselfishness of a country's politicians. And this where China is badly served. Place-seeking, corruption, bribery and the like are as common to-day in China's political life as ever they were under the Manchus. This is the canker that needs rooting out. Until a better class of politicians arise, China will always be a weak nation. It is a case of cause and effect.

NOTES & COMMENTS.

THE AIRSHIP AND COMMERCE.

The "R" class of British airships is playing an important part in demonstrating the possibilities of the dirigible. When the R. 34 crossed and re-crossed the Atlantic, the achievement was cited as the most successful effort yet made by man to cope with fog and wind as bars to his conquest of the air. It was a pioneer feat, as this was the first Atlantic crossing made by lighter-than-air craft. To demonstrate the possibilities of airships of this type, the R. 32 and R. 33 have just been engaged on a flight from England to France, Belgium and Holland, which they accomplished in twenty hours, carrying a large number of passengers in ease and comfort. Beside Government officials, leading representatives of industry made the trip, which no doubt brought home to these men of commerce the wonderful future there is for the airship as an aid to business. When aerial leviathans of this type can cross the Atlantic in three days, as the R. 34 did on her return trip from America, it becomes apparent, in view of the early stage of development we are now in, that the future will witness startling changes in aviation. A new servant of commerce has appeared. Will it completely revolutionise our methods of transport?

HISTORY REPEATS ITSELF.

History repeats itself. It always has done and always will do, but the truth of the adage is more forcibly brought home to us in the aftermath of war, than in any other phase of social upheaval or moderate changes which are of sufficient importance to be written down as history. There was political and social upheaval at the conclusion of the Wars of the Roses. Napoleon left behind him a trail of trouble that took years to remedy. The French Revolution was made more memorable by its resultant disruption of society than by its bloodthirsty terrorism. It took more than the period of the actual carrying on of the South African War for England to return to normal conditions. So it appears that Great Britain will have more cause to remember the greatest war that was ever waged, by its aftermath, than by the records of her triumphs on the battlefield and on the seas. It is very difficult to form a clear-cut opinion of the social, political and industrial upheaval which is now taking place in England; indeed it is impossible to do so. The telegrams take us in such quick succession through questions of Home Rule, an eight-hour day, increase of wages, housing problems, coalition Governments, nationalisation of industries and what not, that careful study of each phase of the situation becomes, in a place so distant from the centre of activities as Hongkong, a super-human task.

A CASE IN POINT.

A few weeks ago, one would have thought that when the differences between Capital and Labour had been settled, things would be well on the way to assuming a normal aspect, but now we find Labour delving right into the middle of the most abstruse political problem that exists to-day—the problem of Russia. The plank upon which the extremist Labour leaders have taken their latest stand is that the troops at present fighting in Russia are being used for a purpose for which they were never intended, and it appears that the British Government is taking steps to withdraw these men. Again, it is impossible to form an opinion as to the advisability of this step, but that the hand of the Government has been forced in the matter seems clear. We mention this matter purely from the point of view of the lengths of political intrigue to which Labour extremists are prepared to go in order to find excuses for fresh demands. When the withdrawal of the British forces from Russia becomes an accomplished fact, what will the extremists make their next plank? The question is pregnant with grave possibilities. It is history repeating itself, with the additional force given by years of so-called progressive civilization. The phenomena are the same, but the forces at work are multiplied one hundred fold. The difference can be likened unto the contrast between the spasmodic eruption of Stromboli and the vast disturbances which created the Himalayas. But the end will be the same in lesser or greater degree.

DAY BY DAY.

GENIUS IS REVEALED BY ADVERSITY. CONCEALED BY PROSPERITY.

Captain Hussey, who was recently appointed Master of the s.s. Kwai Sang, leaves for his first trip as captain of that vessel, for Calcutta, to-day.

The local horticultural season is just commencing. Enthusiasts are already busy getting their flower and vegetable beds in order, and are buying their stocks of seeds.

Yesterday's health return shows three cases of enteric (two fatal), two fatal occurrences of gastro-enteritis and one fatal case of puerperal fever. All were Chinese.

With the approach of cooler weather robbers are on the prowl again to replenish their wardrobes with articles of wear. Consequently, a number of houses in Kowloon report the loss of blankets, rugs, etc.

A Chinese banishee was before Mr. R. E. Lindell, to-day, charged with returning before the expiration of his term. Defendant said he had come back to fetch some things. Mr. Lindell sentenced him to twelve months' hard labour.

An additional gift from Manila, of two cases pipe tobacco, presented by Messrs. Meerkamp & Co., has been received by the War Charities Committee for forwarding to London for distribution among the wounded in Hospitals.

The following are declared successful for Eastern cadetships, subject to their being found qualified in respect of health. The names are in order of merit:—1. R. Irvine; 2. R. Jones-Baileman; 3. A. V. Aston; 4. J. A. Fraser; 5. H. H. Shephard; 6. N. Jones.

A number of well-known Portuguese gentlemen are leaving by the Gablonz. Among them are Senhor Barboza, the ex-Governor of Macao, and his family, the Governor of Timor and family, and the Harbour Master of Timor. Senhor Barboza arrives to-day from Macao.

News received by mail from Homa indicates that of the Hongkong men who went from Salonica for demobilisation in England, Messrs. Spiers, Morley, Weston, Young, Johnstone, Rapley and Beck are returning to the Colony by the B.I. steamer Thongwa; while J. Rodger is on the way out on the s.s. Khiva.

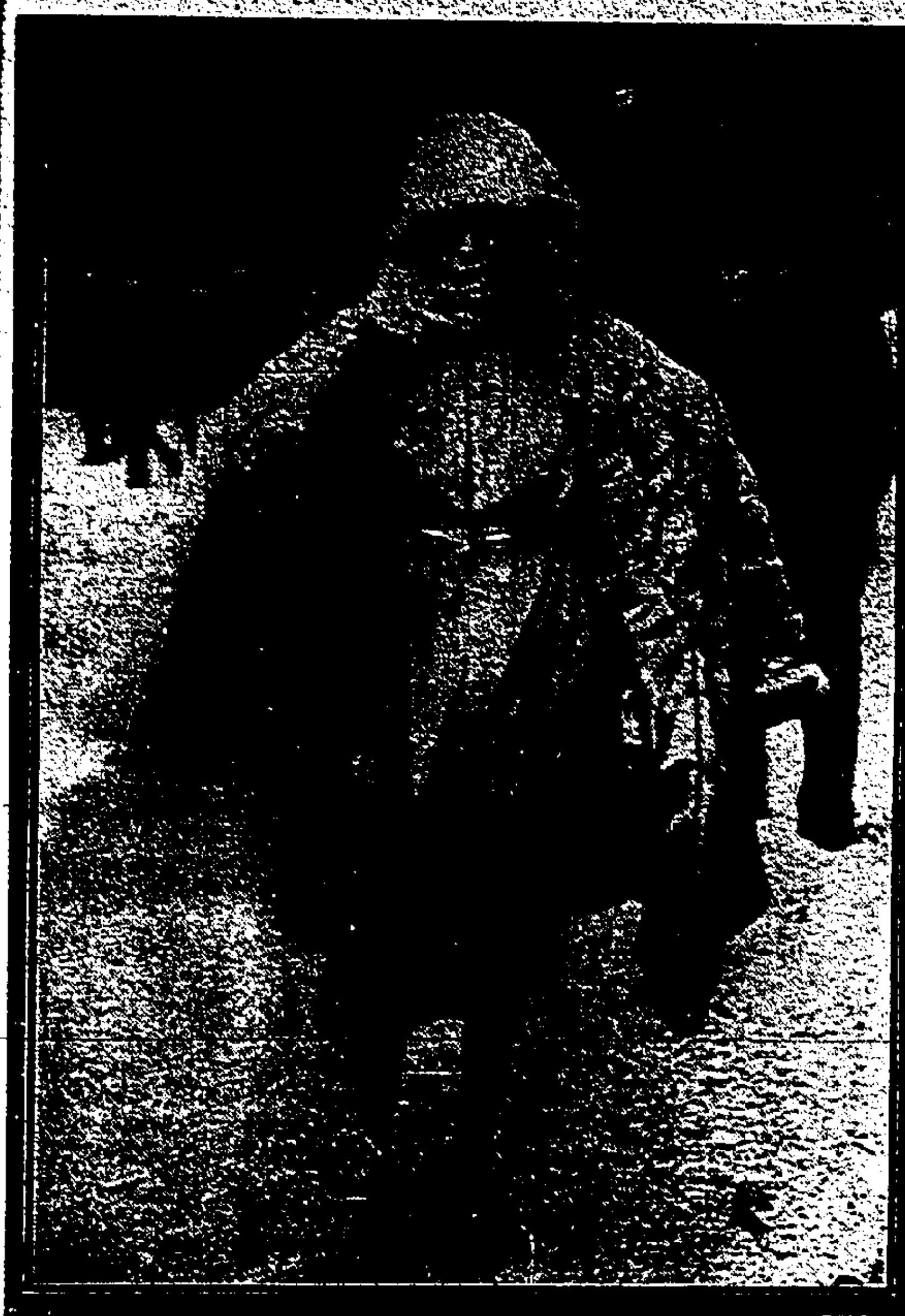
Three Chinese youths were charged to-day with stealing a jade stone, and a gold bangle. The first defendant said that the other two defendants had promised him ten cents if he stole the article, and they had not paid him yet. The other two denied the charge. Mr. Smith ordered each of them eight strokes with the birch.

A fire took place at Applichau at 1.45 p.m. yesterday, in Main Street, from Nos. 10 to 30. The Fire-Brigade turned out, but little could be done as the fire was burning fiercely. The houses were completely burnt down with the exception of Nos. 25 and 26. The origin of the fire is not known. The damage is estimated at \$3,900. There was no insurance.

A Chinese reports that on the 16th, at 11.30 a.m., he and his wife, his brother, son, daughter, and two grand-children, aged four and five years, were returning from Aberdeen to Hongkong by the Wanchai Gap Road, and when near the first bridge, they were attacked by three men who were armed with knives. Two men caught hold of the wife, and the other got hold of his daughter. They eventually let the wife and daughter go, but forced the husband on the ground, and robbed him of his spectacles, and jewellery valued at \$18.

An Indian boy who was to-day charged with stealing a bicycle, said he had bought it from a man by the name of Mahomed Cassim. The latter was produced and admitted his guilt. Defendant said he had come back from France. He was in Penang before he was sent to France. He had been in Hongkong for five months and could find no work, and had no money with which to buy food, so he had stolen the bicycle to obtain some money. Mr. Lindell remanded the case till the 20th, defendant to be kept in Police custody. The other boy was discharged.

MODERN MODES.



STOCKINGLESS AND SHORT-SKIRTED.

This Parisian Fashion Leader appeared recently at the Grand Prix Races wearing a heavy fur coat.

THE COMING SEASON.

The predictions are that the new season will be one of extreme richness, particularly as regards weaves and colours. Evening clothes being the greatest field for the glowing fancy of designers, it is likely that we shall find not only a repetition of the metallic clothes of yester-year, but many new and marvellously beautiful fabrics, reflecting the splendour of the Far East—that fertile region for the inspiration of fashion arbiters.

Speaking of rose tones, there is at least one of the great fashion arbiters who has faith in every manner of red shades and tones. Jenny employs bright red for girdles on dull dresses, and she uses red embroideries to vivify frocks and tailcoats of serge and satin. It will be recalled that twelve months ago this same artist advanced a dress of blue gabardine made with a guimp of flaming red—collarless, round neck and elbow sleeves. Events have proved that she was a little ahead even of her own styles! For this season we seem prepared to accept gaily informal attire which we admired but would not wear a year ago.

RIBBONS.

Ribbons, ribbons everywhere! They float out from the knotted girdle, or are massed in great loops at the back, the sidefront or directly under the arm. They are gathered into quillings and edge flounces of organdie, voile, crepe de chine or other likely material. They bind seams and hems and border tunics and fichus. They compose the splashy little waistcoats that are an incorporated part not only of the *tailleur*, but of the silk or serge dress, as well. They contribute trains and panels and even essay to entirely build separate skirts of the sports variety.

Moreover, ribbon occupies a very important place in millinery. Entire hats are made of it, not in the conventional manner, but in many novel ways that attest the genius of the French modistes. We must, in fact, be ribboned and be-ribboned if we are to be in truly up-to-the-minute style. And wide ribbons are considered a little more distinctive than the narrow widths, the latter having had a wonderful run during the past several seasons.

COUNCIL MEETING.

TO-MORROW'S AGENDA.

The Orders of the Day for tomorrow's Legislative Council Meeting are:

Second reading of a Bill intituled An Ordinance to repeal the Sugar Convention Ordinance, 1904.

the latter having had a wonderful run during the past several seasons.

BRACELETS.

And there is another item of dress, a non-essential to be sure, which will be influenced by the revival of the curtailed sleeve. That is the bracelet, which bit of personal adornment is never quite out of fashion, though not always conspicuously in it. Short sleeves have always been an excellent excuse for the band of gold, the ribbon of velvet, the links of silver or the jewel-studded wire of platinum. We are to have jet, too, real and imitation, tortoise shell and even the old bangle have bobbed up as candidates for ephemeral favour.

The bracelet is very pretty when not overdone; but one must not wear a jewelled ornament, with a gingham dress, nor bangles with the evening frock. Jet may be worn with almost any fabric and style, but even with so broad a latitude personal taste and nice judgment must decide the fitting occasion of its wear.

The ostrich turban vogue not only extended into the summer season but it is predicted that it will be much in evidence for autumn. The new or advanced models are made of a combination of natural and glycerine ostrich.

A novel pair of shoes were recently shown made of black satin, and instead of the fringe which nowadays finds its way everywhere these were decorated with miniature white Prince of Wales' feathers, clasped with small paste buckles. They looked very striking and dainty.

A long length of narrow black moire ribbon on which was strung a square plaque made of white jade, beautifully carved, with a thin black silk tassel dangling from a point on the lower side makes an ideal neck chain. The head of the tassel was covered with tiny seed pearls.

Very long mittens made of cobweb lace are again fashionable. At the top, right up on the upper arm, they should be held in place by a handsome cut jet bracelet.

TO-DAY'S MISCELLANY.

In making a political comparison recently Mr. Asquith referred to Solomon Grundy. Few indeed, are acquainted with the origin of this character, and fewer still with that of the almost equally legendary dame of that ilk. The source of the familiar inquiry, "What will Mrs. Grundy say?" can, however, be traced back to an almost forgotten play, "Speed the Plough," by an almost forgotten playwright, Thomas Morton. It is hard that he should be consigned to oblivion, for he achieved immortality not only for this question, but also for the trite and frequent saying, "Approbation from Sir Hubert Stanley is praise indeed."

The manuscript of "Quentin Durward"—a romance quickened during the war for many memories on the very fields of its adventures—has been sold in London for £700. This recalls the fact (says the Morning Post) that the manuscript of "The Bride of Lammermoor," this year celebrating its centenary, reposed for some time in the strong-room of the British Linen Bank in Edinburgh before passing into the possession of the Society of Writers to the Signet, to whom it was bequeathed by Mr. Alexander Scholto Douglas. The concluding chapters of the MS. are in the hand of amanuenses—the first, Scott employed. The novel was, in fact, written during the attacks of cramp of the stomach, which brought the author to death's door; and it is a remarkable fact that though Scott remembered the story on which he founded it, he forgot his own work, and on its publication read it as something quite new to him.

It was generally known, at the time when air raids were nightly experiences, that one of the great objectives of the enemy was Woolwick; but comparatively few people—even among the many thousands of workers there—were aware of several narrow escapes of the Arsenal, observes a writer in the Pall Mall Gazette. An official states that they still talk at Woolwick of the sang-froid of a young engineer on one of the staffs in the danger area during a very anxious time. On the Saturday morning of the great daylight raid the workers were, of course, hurriedly brought out of those death-traps where they were filling shells and fuses. Work being suspended, this engineer seized the opportunity while guns were banging, bombs exploding, and German Taubes thudding overhead—to have a shave! And only a few yards from his office was a magazine storing over 10,000 lbs. of T.N.T.

In view of the vast number of people who are now entitled to decoration, it is curious to reflect that down to 1815 war medals were never awarded to anyone under the rank of field officer, and none of the prescribed rank was eligible for a medal unless he had been actually exposed to musketry fire. There is a letter extant written by Lord Raglan, then military secretary to Field Marshal Lord Beresford, who had applied to him for a medal on behalf of one of his officers. He reminds Beresford of a similar application made by Sir Rowland Hill, who at the Battle of Busaco commanded a division which suffered severely from artillery fire, yet none of the officers received the Busaco clasp, because their troops had not been within musketry range of the enemy. Most of the veterans who fought Napoleon on sea and land had passed away by 1847, when a general order was issued from the Admiralty and Horse Guards announcing the issue of a medal "to record the services of his Majesty's fleets and armies during the wars commencing in 1793 and ending in 1815." This was the result of a petition to the House of Lords, denounced by the Iron Duke in that assembly as "a highly irregular course, subversive of discipline and infringing upon the prerogative of the Crown." Before the issue of this order, the occasional presentation of a gold medal to the admiral and captains taking part in a great victory appears to have been all that was officially done in the way of medals for the navy. The Nile Medal, presented to all ranks, was the gift of Alexander Davison, Nelson's prize agent and confidential friend.

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HOSTELS IN LIEU OF HOUSES.

COMFORT AND COMPANY.

The men who are already living in Government hostels are among the keenest advocates of the extension of the hostel system as one means of fighting the house famine. National hostels, they say, ought to be enthusiastically welcomed, and need not be a burden on the National Exchequer.

"If City clerks knew how we live there wouldn't be room to house half the applicants," Mr. Arthur Gibbons, chairman of the Men's Management Committee at the Edgeworth Hostel, midway between Woolwich and Erith, assured the *Daily News* recently. "We live far more cheaply, more comfortably, and more sociably than we possibly could in lodgings."

The Edgeworth Hostel houses 360 men, exclusive of staff, in four one-storey residential blocks, to which are attached a recreation room, canteen, and hospital. Each block also has a separate smoke-room and ample baths. Many of the residents are clerks—from Vickers, the Arsenal, or the City—and the rest are men of a superior class holding good positions as engineers, foremen, etc., in the surrounding factories. In spite of the fact that the hostel is run by the Hostel Branch of the Ministry of Munitions on sound business lines, it is found possible to make the charges wonderfully low in comparison with the cost of living on the same scale outside. For 30s. a week a man who gets his midday meal in the City or elsewhere on five days can have the sole use of a furnished bed-sitting-room, buy all his other meals at the canteen, have his laundry-work done, and subscribe to a weekly whist-drive and a dance.

The charge for a bedroom only is 5s. 6d. a week, or 5s. if two friends occupy the same room. A bed-sitting-room costs 8s. Among the advantages of the system upon which Mr. Gibbons dwells are—

Cheapness of meals (one-third to one-half shop prices).
Rapidity of service and variety of menu.
Ample and constant service of hot water for baths.
Night watchman who will call residents at any hour.

"I believe," said Mr. Gibbons, "that the ideal form of management is a residents' committee (in our case about a dozen strong), with one or more lady superintendents working under their guidance. The staff at the Edgeworth Hostel numbers between 50 and 60, who run the whole show for the 360 men."

It is noteworthy that neither men nor women who have once tried the hostel system usually want to go back to lodgings. The only difficulty is to get them to try the experiment.

As he could not secure house rooms or lodgings, a man applied to the Hartlepool Guardians yesterday asking that his wife and children might be admitted to the workhouse as paying guests. The request was not acceded to, but the workhouse master stated that if there were a serious dearth of accommodation in the town some arrangements could be made at the workhouse school.

THE SEA GOLD HUNT.

SUNKEN GALLEON GIVING UP STONES!

A *Daily Chronicle* correspondent writes:—I have just returned from the diving operations in Tormory Bay, where a Sykes digger is cutting through the boulder clay and sand over the Spanish Armada galleon which was sunk in 1588.

A new feature of the operations is an effective hose, which, working at a pressure of about 100lb. a square inch, cuts up and clears away the clay and mud between the trenches cut by the digger in the tumulus containing the old galleon, revealing any solid material, which is immediately raised, under the care of the diver.

Already quite an array of relics have been recovered. Several of them of little intrinsic value, such as huge ballast stones, weighing half a ton, round stones, and sheet lead, are brought up daily, and are of immense interest to the salvors, as their presence testifies to the correctness of the historical documents relied upon for the success of the undertaking.

Colonel Foss and his staff are busy on their barge with these great ballast stones. They are searching for more plate, copper, and gold. The first find I was shown on board the salvage pontoon was a silver peso, or "piece of eight," just found that afternoon. It was the finding of a gold doubloon on the fluke of a ship's anchor that started this search for treasure in 1903.

ARTIFICIAL FIRE.
The crew of the diving ship often wonder how they are getting so many rounded stones of three and four inches diameter in the boulder clay and sand, but an extract from the Spanish State papers in the Castle of Simancas explains the frequency with which these are found as well as the quantity of lead-sheathing continually being taken up by the grab on board.

"General Orders for the Armada by the Duke of Medina Sidonia, 1st May, 1588" (page 293). "Every ship will carry on board loads of casting-stones to be used during a fight. These stones are to be divided between the deck, the poop, and the fighting tops."

The other, given on the same page, runs as follows:—
"The artificial fire must be entrusted to the care of the most skilled men who understand how to manage it; otherwise the result may be great damage to ourselves."

This accounts for so much lead and copper sheathing being found in the course of the search. To protect them the big Spanish galleons used sheet lead and copper to sheathe their wooden decks against the use of this artificial fire on the part of the English.

Among other relics brought up during the past weeks are calcareous accretions showing rusted muskets, daggers, swords and axes, lead-piping, pewter, quantities of black African oak, much perforated by teredo worms, and a variety of shells—oysters, an inch or more in thickness, huge clams, and hermit crabs.

Colonel Foss hopes to exhibit the ship alongside the old Victory, or the old Roman galley reconstructed at Westminster.

SANITARY BOARD.

ENTERITIS AND CHOLERA.

A meeting of the Sanitary Board was held yesterday. Mr. A. Gibson presided and there were present: Hon. Mr. C. G. Alabaster, O.B.E., Capt. Monteith, M.O.H., Dr. Koch, Dr. Osorio, Mr. Tao and Mr. C. M. W. Reynolds, Secretary.

With regard to the epidemic of gastro-enteritis the Chairman said: The Government Bacteriologist has, since the epidemic assumed anything like serious importance, examined as many cases bacteriologically as he could. In all some 200 specimens of faeces were examined, and an attempt was made to produce cultures of the causal organism. The City and Kowloon water supply has been examined with negative results for the cholera-vibrio, and search has been made for cholera carriers but none have been found. Certain articles of foodstuffs likely to be contaminated have been examined with negative results. For such cases as are proved by bacteriological examination to be true cholera a prophylactic vaccine is being prepared. The course of procedure regarding the examination of suspected material was agreed upon at a conference of the P.C.M.O., the Government Bacteriologist, the M.O.H. and the H.S.D. on Sept. 1, and a letter on the subject was sent to all medical practitioners asking for their co-operation. To enlist the services of the Chinese Public Dispensaries a pamphlet was prepared and sent to all the Chinese Public Dispensaries by the S.C.A. for distribution.

The following is a translation of the pamphlet:

"Of late there has been an outbreak of enteritis and cholera, means to stop which must speedily be taken. Enquiries show that the ice-cream, iced drinks, 'Leung Fan' and 'Man Tau Lo' exposed for sale in the streets, if made with impure water, may bring diseases. Next if these articles are exposed too long flies and other insects may light on them and introduce germs of the disease, and anybody who may eat them will be poisoned. Thirdly the water used by the vendors for rinsing the cups for serving the articles is not changed for the whole day long. If the cups happen to have been used by infected persons, the water will get poisoned when the cups are washed in it. Other cups are washed in the same water, and infection will be spread to other persons who use the cups. Fourthly, flies and insects may light on the cut, peeled or damaged fruit exposed for sale in the street and introduce germs to them and this may be injurious to the health of the people. This is published for the information of the public in the hope that they will take care not to contract disease through food."

Captain Monteith produced a chart showing the incidence of the disease. The number of cases in the week ended Aug. 30, was 117, Sept. 6, 112 and last week 67. The deaths were 64 and 40 respectively. This week there were six cases of true cholera. It would probably be of interest to point out that Hongkong was not the only place that seemed to be suffering from gastro-enteritis. In Shanghai they had a disease which appeared to be similar to the one here. On July 20 it assumed big proportions, but now the cases seemed to be coming down to about 30 a week. From what they could gather it seemed to be a disease of exactly the same type as that in Hongkong.

Dr. Koch: Have these cases of cholera occurred in the districts where gastro-enteritis is?

Capt. Monteith: Yes.

Dr. Koch: There would be a lot of those cases of gastro-enteritis which were not examined.

Capt. Monteith: We are overwhelmed with work.

Hon. Mr. Alabaster: Almost all the cases seem to be west of the Central Market.

Other business was of a formal nature.

POLICE RESERVE.

FRIDAY'S INSPECTION.

There is to be a full parade of all ranks of the Hongkong Police Reserves at Central Police Station, next Friday, when His Excellency the Officer Administering the Government will inspect the men.

We understand it is probable that His Excellency will take the opportunity of bidding good-bye to the men, on the occasion of the withdrawal of the Proclamation calling up the Police Reserve for duty.

NOTICES.

DAIRY FARM NEWS.

FRESH MILK

The value of pure fresh milk as a perfect diet cannot be over-estimated.

Without fresh milk children cannot thrive.

The purity and quality of our milk is guaranteed.

Beware of adulterated and impure milk.

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HOTEL MANSIONS

SHIPPING ITEMS.

The s.s. Linan came from Surabaya yesterday afternoon with 2,500 tons of sugar for the Colony. Her agents are Messrs. Butterfield and Swire. She experienced monsoonish weather.

The Cornelia from Swatow brought 100 tons of general cargo yesterday afternoon. Her owners are Messrs. Carroll Brothers.

The B.L.S.N. vessel Dilwara arrived in the Colony yesterday afternoon from Bombay with a heavy load of cargo—1,958 tons general "through" and 2,650 tons direct cargo. She had on board 115 cabin passengers, and 50 bags of mails. She is moored at Kowloon Wharf.

The s.s. Tungshing, under the agency of Messrs. Jardine Matheson and Co., came in yesterday from Shanghai and Swatow with 8,400 odd packages.

Cargo to the extent of 1,388 tons was consigned to this port from Weihaiwei and Tientsin by the B. and S. vessel Huichow.

The s.s. Sinkiang came yesterday with a consignment of bananas and 100 tons of general produce from Canton.

Night hundred and fifty tons of coal was unloaded yesterday by the Ah Pit Tai, flying the Chinese flag. She comes from Hongay and the stuff is for the M.B.K.

The Hui Chow cleared this morning for Canton, and the Chak Sang for Kobe with a general cargo of 1,200 tons.

The Sin Kiang departed to-day with 800 tons for Shanghai.

The s.s. Lindsay Moller left yesterday for Singapore with 1,500 tons of general cargo.

MINISTERING

CHILDRENS LEAGUE.

ENTERTAINMENT AT PEAK CLUB.

The Peak Club was utilised last evening for a children's entertainment in aid of the Peak Branch of the Ministering Children's League. It was a pronounced success. The first part of the entertainment was provided by Mr. Davison, who sang and played. Mrs. Hall and Miss Gordon. The Misses Aileen Lammert and Georgie Mooser danced very daintily. A children's playlet called "The Night Nursery" followed this. The following were the dramatics personnel:—

Peter Master Ovid
Ritter.
Buttercup Miss Lucy Ritter.
Dick Master W. Stabb.
Tom Master N. Stabb.
Harry Master Irving
Ritter.

Bluebell Miss A. Dodwell.
Binkie "Bill Snoggins."
First Fairy Miss G. Mooser.
Second Fairy Miss A. Lammert.
Third Fairy Miss D. Dodwell.
Daisy Miss M. M. Stabb.
Primrose Miss A. Hallifax.
Violet Miss M. Beckwith.
Snowdrop Miss M. Wolfe.

A SIMPLE CURE FOR COLDS.

A hot bath at bed-time followed by a laxative is the best treatment for a cold, and the best laxative is

PINKETTES

These dainty little sugar-coated pills dispel constipation, cure biliousness, sick headaches, torpid liver, pimples and ill-smelling breath. If you cannot obtain Pinkettes where you live send 60 cents for a visit to the Dr. Williams' Medicine Co., 96 N. John Road, Shanghai.

NOTICES.

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FANCY DESIGNS. Price from \$1.00 to \$2.50
SPECIAL VALUE. WEAR GUARANTEED.

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RED SEA, EGYPT, EUROPE, ETC.
SAILINGS FOR
LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES.

S.S.	leave Hong-kong about	Due Marseilles about	Due London about
KHIVA	1st Nov.	3rd Dec.	13th Dec.
FOR SINGAPORE, COLOMBO & BOMBAY.			
DILWARA	5th Oct.	due Bombay about 23rd Oct.	
FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.			
ITOLA	24th Sept.	due Calcutta about 21st Oct.	
FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.			
KHIVA	leave Hongkong about 30th September.	Due Yokohama about 14th October.	
DILWARA	18th Sept. * daylight.	Shanghai only.	

WIRELESS ON ALL STEAMERS.

*For Passage Rates, Handbooks, Freights, etc., apply to
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STEAMERS.	HONGKONG.	VANCOUVER.
Empress of Asia	Oct. 2	Oct. 20
Empress of Japan	Oct. 15	Nov. 5
*Monteagle	Oct. 19	Nov. 12
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
*Monteagle	Jan. 1	Jan. 25

*EMPERESS OF ASIA, from Hongkong, 2nd October, will not call at Shanghai unless Japanese Quarantine Regulations are relaxed in the interim.

Passage Rates Hongkong to United Kingdom.	Gold	Gold
Empress of Russia	1430	1430
Empress of Japan	1430	1430
Empress of Asia	1430	1430
Empress of Russia	1430	1430

For particulars regarding passage rates, sailing and other information, apply to
P. D. SUTHERLAND, General Agent, 752, Des Voeux Road, HONGKONG.
J. H. WALLACE, General Agent, 42, Des Voeux Road, HONGKONG.

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via Shanghai, Kobe, Yokohama and HONOLULU.
THE "SUNSHINE BELT."
The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

s.s. "ECUADOR"	8th October.
s.s. "COLOMBIA"	5th November.
s.s. "VENEZUELA"	

These steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable State-rooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the cuisine, and the attendance on passengers cannot be surpassed. Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,

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Telephone No. 141. ALEXANDRA BUILDING, Chater Road.

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

The M. S. "KONG MING" (Captain Wilks), will leave the Yeung Tai Hing Wharf (Connaught Road West) at 5 p.m. on 9th inst. for Wuchow via West River Ports.

This vessel has excellent European accommodation for first class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience.

An excellent table is provided.
Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to

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N. Y. K.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

*FUSHIMI MARU ... Monday, 22nd Sept., at 11 a.m.
(Omitting Manila & Shanghai.)

KATORI MARU ... Tuesday, 14th Oct., at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

IYO MARU ... Friday, 19th Sept., at Noon.
ATSUTA MARU ... Friday, 3rd Oct., at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 24th Sept., at 11 a.m.
NIKKO MARU ... Wednesday, 22nd Oct., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape Horn.
BOMBAY & COLOMBO via Singapore.

HWANWU ... Tuesday, 23rd Sept.
SHINRYU MARU ... Thursday, 9th Oct.

CALCUTTA & RANGOON via Singapore & Penang.
YETOROFU MARU ... Wednesday, 17th Sept.

TSURUGA MARU ... Tuesday, 30th Sept.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Sunday, 21st Sept., at 11 a.m.
AKI MARU ... Saturday, 18th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
KAGA MARU ... Saturday, 20th Sept., at 11 a.m.

KAIFUKU MARU (Omitting Shanghai) Thursday, 25th Sept.
TENSIN MARU ... Monday, 29th September.

YOKOHAMA MARU ... Thursday, 2nd Oct., at 11 a.m.
HOSEI MARU ... (Omitting Shanghai) Friday, 3rd Oct.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc).
WAKASA MARU (London, Antwerp & Rotterdam) End of Sept.

TSUYAMA MARU (Marseilles & Liverpool) Thur., 2nd Oct.
* DELAGOA MARU ... Middle of October.

(London, Antwerp & Rotterdam)
TOYOOKA MARU ... (Marseilles & Liverpool) End of Oct.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

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Steamers.	From Hongkong
NIPPON MARU	direct to Nagasaki. 25th Sept. "Omitting call at Shanghai."
YENYO MARU	2nd Oct.
SIBERIA MARU	11th Oct. (from Yokohama).
SHINYO MARU	28th Oct.
PERIA MARU	10th Nov.
KOREA MARU	14th Nov.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, SANTIAGO, CHILE, BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES

Steamers. Leave Hongkong

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These are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call to Japan free of charge.
For full information as to rates, sailings, etc., apply to

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SHIPPING NEWS.

BELFAST SHIPYARDS' OUTPUT.

A very substantial amount of tonnage has been turned out during the past six months from the Belfast yards, which are still mainly engaged in the production of vessels originally ordered by the Shipping Controller, and purchased subsequent to the armistice by private firms. During the half-year 13 ships, with an aggregate tonnage of 93,000 tons, were launched in the Lagan, Harland and Wolff being responsible for seven of the vessels and Messrs. Workman, Clark & Co. for six. With the exception of the Bibby liner Yorkshire and the Commonwealth and Dominion liner Caroline, all the ships were standard vessels of the "B," "G," and "N" types, of which a considerable number are still on the stocks. This fact accounts for the comparatively small size of the vessels, only one of which exceeds 10,000 tons, whereas in pre-war times the average of the Queen's Island-built vessels was 15,000 tons. When the demand for handy cargo boats to meet the present conditions and both local firms will revert to the class of tonnage in which they specialised before the war. The number of orders on the books is very considerable and now that Harland and Wolff's East Yard is partially under weigh, two vessels being already under construction there, the output for the port in the next few years should be very large. During the past few months a large amount of labour, which otherwise would have been devoted to new construction work, has been employed on reconditioning work, of which there are nearly 120,000 tons in the port, all of which was originally built in Belfast either at the Queen's Island or Messrs. Workman, Clark Co. This work consists in the restoration of merchant ships which were employed during the war as auxiliary cruisers, hospital ships, etc., to their original condition.

SUNKEN STEAMER RAISED.

The river steamer Duchess of Rothesay, which sank in the Clyde while undergoing repairs, some weeks ago, has been refloated. The work of raising the vessel was carried out by the Glasgow Salvage Association under the direction of Captain Burns, salvage officer. The Duchess of Rothesay, which is one of the Caledonian Steam Packet Company's fleet of river passenger steamers, was requisitioned by the Government during the period for Admiralty service. The vessel had been returned to the Clyde, and before being handed back to her owners was being reconditioned. While the work was in progress she sank. The exact cause of the sinking is not known, but it is surmised that it was due to the steamer taking a list while the port holes were open. The vessel sank in a considerable depth of water, and only her masts and the top of her funnel showed above the surface. From a preliminary survey by divers it was seen that the task of raising her would be one of some difficulty. Captain Burns adopted the method of constructing a cofferdam all round the steamer. The structure, which was bolted to the sides of the vessel, was 220 feet in length, 22 feet in beam, and 16 feet in height. The work of erecting the cofferdam under water was carried out by a number of divers, whose operations were greatly impeded by the black muddy nature of the water, and all the woodwork had to be put into position by touch and not by sight. From the same cause they had difficulty making the joints of the structure watertight, and in locating the openings on the vessel by which the water had originally entered. Another difficulty with which the salvage staff had to contend was the effect of the wash from passing steamers. The surge from these vessels not infrequently caused great inconvenience, especially to the divers. When the cofferdam was completed five powerful centrifugal pumps were installed, the steam for which was supplied from donkey boilers placed on the quay and from lighters moored alongside the sunken steamer. Pumping operations were started at low tide about six o'clock at night, and the water within the cofferdam fell steadily. By half-past eight o'clock it was seen that the vessel was afloat, and half an hour later the sponsons rose above the level of the river. Pumping was continued for some time longer until the steamer was raised to about her normal draught. All the arrangements made for the salvage of the vessel worked smoothly, and at the conclusion of the operation, Captain Burns was heartily congratulated on the success of his efforts.

SHIPPING.

C. N. C.

CHINA-NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers.

For	To	To Sail
W'WEL, CHEEFOO & T'SIN HULCHOW	20th Sept. at 3 p.m.	
SHANGHAI & TSINGTAO	21st Sept. at 4 p.m.	
H'HOW, F'HOI & H'PHONG	22nd Sept. at 11 a.m.	
SWATOW & BANGKOK	23rd Sept. at 10 a.m.	
SHANGHAI	23rd Sept. at noon	
SHANGHAI & TSINGTAO	25th Sept. at noon	
MANILA, CEBU & ILOILO	28th Sept. at d'light	
	30th Sept. at 3 p.m.	

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidsthops. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Yantai (twice weekly), taking Cargo on through Bills of Lading to all Yantai and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from Bangkok via Swatow.

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Hongkong Sept. 17, 1919

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JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijlharap	Japan	28th Sept.	30th Sept.	Java
Tijlharoom	Shanghai	28th Sept.	1st Oct.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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FOR SWATOW, AMOY AND FOCHOW AND RETURN.

Steamships.	Captain	Leaving.
Aitan	A. H. Stewart	FRI. 19th Sept. at 1 p.m.
Quinneburg	Medina	TOE 23rd Sept. at 1 p.m.
Haihong	J. W. Evans	FRI. 26th Sept. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
STRAITS & Calcutta	Kwaisang	Thur., 18th Sept. at 3 p.m.
SHANGHAI	Choysang	Fri., 19th Sept. at d'light.
HAIPHONG	Taksang	Fri., 19th Sept. at 8 a.m.
MANILA	Loongsang	Fri., 19th Sept. at 3 p.m.
SHANGHAI	Tungshing	Tues., 23rd Sept. at d'light.
SANDAKAN	Hinsang	Tues., 23rd Sept. at noon.
MANILA	Yuensang	Fri., 26th Sept. at 3 p.m.

ALCUTTA LINE.—The Line has now been re-organised and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hanoi, Haiphong, and other ports.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer calling at Borneo, with dates as per Bill of Lading for cargo.

Cargo taken on through Bills of Lading for Koda, Jesselton, Labuan, Tawau and Lahad Dato, calling at Welis and Oboe.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination Passports with their Photographs and description affixed thereto.

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THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamers.	For	Date of arrival	Date and Time of departure.
"ST. ALBANS"	Melbourne, via Queensland Ports	7th Oct.	Early Nov.

The above steamers have excellent accommodation for First and Second Class Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A daily qualified Surgeon and Stewardess are carried on each vessel.

For Passage Rates and Further Particulars apply to

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Agents.

SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALASKA MARU" ... Friday, 26th Sept.
"CELESTES MARU" ... Monday, 20th Oct.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"SAIGON MARU" ... Tuesday, 23rd Sept.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

"SEATTLE MARU" ... Middle of November.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNYAN MARU" ... Wednesday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service calling at AUCTION, N. Z. and ADELAIDE.

"LUZON MARU" ... Beginning Oct.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

"CHICAGO MARU" ... Tuesday, 30th Sept.

"MANILA MARU" ... Wednesday, 15th Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"KAHO MARU" ... Sunday, 21st Sept.

TAKAO via SWATOW & AMOY.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

"INDUS MARU" ... Monday, 29th Sept.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR

FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

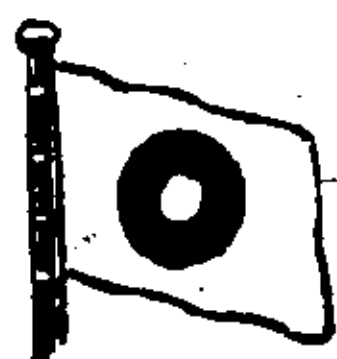
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 147 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—

TOKYO, OSAKA, LONDON, NEW YORK, PARIS, BERN, PORT SAID, OALLO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAIPEI, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING CO.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"CITY OF SPOKANE" ... About September 25th.

"OLEN" ... "October 14th.

"IGORUM" ... "October 22nd.

"SEATTLE SPIRIT" ... "October 25th.

"WHITLAND" ... "November 1st.

"TRIDENT" ... "November 30th.

"GREYHOUND" ... "December 20th.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"COAXET" ... About October 6th.

"WAWALONA" ... "October 31st.

"WISAWANA" ... "November 30th.

"MONAGUE" ... "December 15th.

Through Bills of Lading issued to OVERLAND COMMON POINTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephone No. 2477 & 2478. 5th Floor, Hotel Mansions.

SHIPPING.

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMER "BESSIE DOLLAR" ... SAILING DATE about 10th Oct.

FOR SAN FRANCISCO U.S.S.B.B.

"WEST HEPBURN" ... Middle of Oct. Through Bills of Lading issued to all parts of United States or Canada.

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING TEL. 795. THIRD FLOOR "792.

Lloyd Triestino

S.S. "GABLONZ"

Will be despatched on or about 19th September for Singapore Penang, Colombo, Aden, Port Said & Trieste. (possibly calling at Bombay).

S.S. "NIPPON"

For Singapore, Colombo, Port Said and Trieste. about end November.

First class passenger accommodation—single and double berth cabins also cabins with 3 berths at reduced rates.

For further particulars apply to

DODWELL & CO., LTD.

Agents.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong:

"Teankai" ... via Panama 23rd Sept.

"Eurymedon" ... via Panama 11th Oct.

"Eurybatas" ... via Panama 7th Nov.

"City of Newcastle" ... via Suez 30th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO CANTON.

JAVA PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

Monthly Service between

NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers

All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,

York Buildings.

Telephone No. 1574.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	12th Sept.	18th Sept.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc, and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Telephone No. 36.

Butterfield & Swire.

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

will be despatched on the 26th Sept. to:—

Singapore, Penang and Belawan Deli

This vessel offers excellent accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

From KOBE.

THE Steamship

"KWAISANG."

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 22nd inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by.

JARDINE, MATHESON & CO., LTD.

General Managers. Hongkong, 15th September, 1919.

NOTICE TO CONSIGNEES.

From KOBE.

THE Steamship

"CHAKSANG."

having arrived from the above Ports Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 21st instant will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by:—

JARDINE, MATHESON & CO., LTD.

General Managers. Hongkong, 15th September, 1919.

CONSIGNEES.

THE ADMIRAL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"COAXET."

having arrived from Portland, Ore. via ports, on Sept. 16th, 1919 consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on Sept. 22nd 1919 by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within 30 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Sept. 23rd, 1919 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC STEAMSHIP CO. As Agents for U. S. Shipping Board.

5th floor, Hotel Mansions. Hongkong, 16th Sept. 1919.

TIDE TABLE.

15th to 21st September 1919.

Day	High Water	Low Water	Day	High Water	Low Water
15th	11.15	5.15	20th	11.15	5.15
16th	11.15	5.15	21st	11.15	5.15
17th	11.15	5.15			
18th	11.15	5.15			
19th	11.15	5.15			

CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD

NOTICE TO CONSIGNEES.

S. S. "WEST VAGA."

From SAN FRANCISCO & MANILA.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on September 19th at 10 a.m., and September 20th at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after September 20th, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL S.S. CO. As Operators, U. S. Shipping Board.

Hongkong, 13th September, 1919.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

White, Kitano Maru, from Yokohama.

Yunsang, Queen's Road Central, from Shanghai.

Yunwaichong, Queen's Road Central, or (Zungwoo 233 Queen's Road), from Shanghai.

Kaohungyoun, from Shanghai.

Yingchee, from Amoy.

Keuteug Yingfooliong, from Shanghai.

Futehally, Hongkong Hotel, from Kobe.

Mr. Yuenen, 4th Floor 39, Midway of Canal Road, from Shanghai.

Hanpingli, King Edward Hotel, from Peking.

Kwokchiu, 36 Battlery Street, Yaumati, from Amoy.

Liehseung Pharmacy, from Shanghai.

Hongwoosing, from Amoy.

Teenchowdong, Neehongdong, Vanyee Street, from Shanghai.

Kwongshingcheong, from Takow.

Kwongwoshing East Des Vouex, from Amoy.

Tongkackhing, from Kobe.

Kienfung Co., Vanyeeu Street, from Shanghai.

Chuzang, Woosung West Street, from Shanghai.

Wadato, from Tokio.

Manyuewing, from Amoy.

Ibarahyakuake, Care Japanese Consulate, from Osaka.

T. KRING.

Superintendent, Hongkong, Sept. 12, 1919.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used A1: A.B.C. Fifth Edition: Engineering, First and Second Edition: Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

NEW
ADVERTISEMENTS

DANCING.

DANCING—Lessons given in all the latest dances. Last season's success a guarantee for the coming season. Terms moderate. Apply Box 241 c/o "Hongkong Telegraph."

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on
ATURDAY, the 20th Sept. 1919.

commencing at 11 a.m.
at his Sales Rooms, Duddell Street

- 6 bales Periodicals
- 3 cases Freezing Machinery
- 1 case Brandy
- 23 tins Coffee
- 18 tins Biscuits
- 84 bags Flour
- 95 tins Yellow Paint
- 10 tins Soft Soap
- 3 cases "Three Boys" Soap
- 50 cases Bar Soap
- 30 pairs Rubber Boots
- 73 Pairs Hair Clippers
- 3 Sewing Machines

Terms: Cash on delivery.
Geo. P. LAMMERT.
Auctioneer.

WANTED.

WANTED—Expert Chinese Stenographer & Typist. State Previous Experience and Terms Required to Box No. 242 c/o "Hongkong Telegraph."

FOR SALE

FOR SALE—Indian Motor Cycle & Sidecar complete with hood etc. 1917 Electric Power Plus Model. Apply Box 240 c/o "Hongkong Telegraph."

NOTICE.

HONGKONG CLUB.
An Extraordinary General Meeting of the members of the Hongkong Club will be held in the Club House on Thursday, the 18th September 1919, at 5 p.m.
Business:—As posted in the Hall of the Club.
By Order,
E. Des Vaux
Secretary.
Hongkong, 11th September, 1919.

NOTICE

HUMPHREYS ESTATE AND FINANCE CO. LTD.

NOTICE is hereby given that an Extraordinary General Meeting of Humphreys Estate & Finance Company Limited will be held at the Hongkong Hotel on the 24th day of September 1919 at noon for the purpose of considering and if thought fit approving the draft new Articles which will be submitted to the meeting. A copy of such Articles and a copy of the existing Articles may be seen at the Offices of the General Managers in Alexandra Buildings. In such copy the portions of the proposed New Articles which differ from the Old Articles are indicated by underlining in red ink.

Should the meeting approve of such Articles with or without modification the subjoined extraordinary resolution will be proposed.

"That the New Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a second Extraordinary General Meeting which will be subsequently convened.

By Order of the Board
G. RAFF,
Secretary.
Hongkong, 11th September, 1919.

G. R.

NOTICE.

Permission given by His Excellency the Officer Administering the Government under section 10 of the Travellers Restriction Ordinance 1915.

On and after the 8th day of September, 1919—

(1.) Persons who are in possession of such passports as are hereinafter mentioned and produce the same hereinafter mentioned are permitted by His Excellency the Officer Administering the Government to leave the Colony without a pass from the Captain Superintendent of Police.

(2.) A British subject is permitted to leave the Colony, without a Police Pass, provided that he has in his possession a valid passport which has been issued or renewed within the last two years and provided that he produces such passport, on demand, on board of and prior to the departure of the steamer by which he is leaving.

(3.) A Subject of a Foreign Power is permitted to leave the Colony without a Police Pass, provided that he has in his possession a valid passport granted by or on behalf of the Government of the Country of which he is a subject, and provided that he produces such passport on demand, on board of and prior to the departure of the steamer by which he is leaving.

2. A person arriving in and leaving the Colony by the same steamer is permitted to leave the Colony, provided that he has such valid passport as aforesaid and provided that he produces such passport, on demand, for examination on board, both prior to the arrival of the steamer in the Colony and prior to its departure from the Colony.

3. Members of ships crews are permitted to sign on without obtaining a permit from the Captain Superintendent of Police.

Note:—1. All persons, who are either without a passport or without such a valid passport as above mentioned, must continue to comply with all the provisions of the Travellers Restriction Ordinance, 1915.

2. To prevent delay in sailings, Shipping Companies should satisfy themselves that intending passengers have the necessary passports aforesaid in their possession.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particular required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.
E. D. C. WOLFE,
C.S.P.
Hongkong, 5th September 1919.

G. R.

NOTICE.

KOWLOON CANTON RAILWAY.

The Public is hereby notified that on and from Tuesday September 16th, several important alterations will be made in the Timetable.

Timetables will be available on Saturday, 13th instant, and may be had on application at all stations and at the Head Offices, Kowloon and Canton.

By Order,
ROBERT BAKER,
Manager.
Kowloon, 11th September, 1919.

NOTICE.

THE HONGKONG STEEL FOUNDRY CO., LTD.

Notice to Shareholders.
The Ninth Ordinary Yearly Meeting of Shareholders in the above Company, will be held at the Company's Office, St. George's Building, Hongkong, on Tuesday the 30th September, 1919 at 11.30 a.m. for the purpose of presenting the Report of the General Managers, and Statement of accounts to 31st May, 1919.

The Transfer Books of the Company will be closed from 23rd September to 20th September 1919, both days inclusive.
GORDON & CO.
General Managers.
Hongkong, 16th September, 1919.

G. R.

NOTICE.

On and after Monday Sept. 15th 1919 the Pass office and the office for the Registration of Persons under ordinance 6 of 1916 will be located at the Central Police Station and not at the Post Office Building.

E. D. C. WOLFE,
C.S.P.
Hongkong, 12th September, 1919.

NOTICE.

THE CHINA LIGHT & POWER CO., (1918) LTD.

Notice is hereby given to shareholders of the above named Company that the Transfer Books will be closed from Tuesday the 23rd September 1919, until Tuesday the 30th September 1919, both days inclusive.

SHEWAN TOMES & CO.
General Managers.
Hongkong, 16th September, 1919.

NOTICE.

The meeting of the Hongkong Cricket League, called for Wednesday next, September 17, has been postponed until Thursday September 25.

NOTICE.

DOUGLAS STEAMSHIP CO., LIMITED.

The Ordinary General Meeting of the above Company will be held at the Company's Offices at Noon on Saturday the 27th inst. 1919.

The Transfer Books of the Company will be closed, from the 19th to 27th instant both days inclusive.

DOUGLAS LAPRAIK & CO.
General Managers.
Hongkong, 11th September, 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

THURSDAY, the 18th September 1919.

commencing at 11 a.m.
at his Sales Rooms, Duddell Street

15 cases Cotton Italian
3 " " Satins
4 " " Black Venetians
5 " " Leno's
Terms: Cash on delivery
Geo. P. LAMMERT
Auctioneer.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Vaux Road Cal.
Hankow Branch: Pandoff Building.

FOR THE YEAR TO COME

Preparation is important in all things. This applies to your own finances. The best way of providing for the future, freely.

OPENING A SAVINGS ACCOUNT WITH US.

\$1.00 starts. SYSTEMATICALLY it will grow to THOUSANDS.

PUBLIC AUCTION

of
A Valuable Collection of Antique China & Curios

THE Undersigned has received instructions from Mr. Lah Van Kee to sell by Public Auction on
WEDNESDAY & THURSDAY, To-day & To-morrow
September 1919

commencing each day at 2.30 p.m.
at his Sales Rooms, Duddell Street.

A Valuable Collection of Antique China & Curios

from the Sung to Towkong Dynasties.

comprising:—
5-coloured, 3-coloured, blue & white vases, plates, bowls, flower pots, incense burners, figures, porcelain plaques, red lacquer vases, famille rose screens, very fine crystal vase & agate ornaments, snuff bottles, jade ornaments, old bronzes etc. etc. etc.

also
A Few Pieces of Szechow Redwood Ware

N. B. The Undersigned will give one week guarantee as to the genuineness of the articles offered.

On view from Tuesday, the 16th inst.
Catalogue will be issued.
Terms: Cash on delivery.

Geo. P. LAMMERT,
Auctioneer.

NEW YORK THIRST.

COCKTAILS ON THE SLY.

After a month of prohibition, New York much resembles London "after hours," says the *Daily Mail* correspondent. That is to say, any man can get a drink if he knows where to go for it. With so much legislation on the subject being turned out by Congress and with so many appeals and motions before the courts to test the validity of this legislation, few people, whether vendors or consumers of drink, could say what exactly may be legally sold and what is taboo.

The situation, roughly, is this: Whisky and other spirits are definitely outside the pale, but the legal situation of beer and light wine is so uncertain that a great number of bars and restaurants continue to sell them. A number of places continue to sell spirits and cocktails more or less secretly.

None of the large hotels and restaurants is included in either of these classes, but plenty of proprietors of the smaller establishments intend to carry on till caught. Then, in the words of one of them, "I'll pay my fine, close down, and go to live in Europe."

What happens in these places is something like this. A man enters and asks for a glass of wine. "Don't sell white wine; sell sherry," answers the bartender, and he hands over a glass of a rather light brown liquid. The customer repeats that he wants Rhine wine. The barman replies, "That stuff is just as good. Try it." The customer, who by this time has an inkling how the land lies, drinks up his glass of whisky.

"WETS" DRIVEN ABROAD.
In restaurants this sort of thing happens. The customer, on the chance of receiving an affirmative answer, asks the waiter if it is possible to have a cocktail before dinner. The waiter says he does not know but will find out, and departs. A few moments later a second waiter appears and informs the diner that he is wanted on the telephone. The latter goes to the telephone-box and finds a cocktail on the shelf.

At another establishment a request for special coffee produces a cocktail served in a coffee cup. At another the password is "Special sherry." This is one side of the picture. On the other side there are large hotels which have been losing £200 a day in takings since July 1 (the "thirsty first" on which prohibition came into effect). It is established that the sale of ice-cream and soft drinks increased 40 per cent. in July. From the Passport Bureau there comes a story of 50 persons who have taken out passports to Havana who in filling in the applications put "Prohibition" in the column headed "Reason for making journey."

Dozens of saloons in various parts of the city have closed their doors during the last fortnight. The only thing which prevents many restaurant proprietors from following the same course is that they have the premises on long leases under which they are not allowed to sublet. The question affects the shipping companies, as ships sailing under the American flag must by law whereas in other ships the bars are open and wine lists appear in the restaurants as soon as the three-mile limit is passed. It is feared that this will drive many passengers into French, British, and Dutch boats.

SPORTING ITEMS.

J. McIntyre, the Morton half-back, has re-signed for Greenock club.

A Finn, J. Myrre, has thrown the javelin 215 feet. That is a world's record.

Northern Rugby Union agents are said to be busy in South Wales just now.

W. Barr, formerly of Third Lanark and Raith Rovers, has been appointed trainer to Sheffield Wednesday.

The Yorkshire County C.C. Committee have decided to strongly support a return to three-day cricket next season.

The Celtic attraction for their sports was a relay international race between Scotland and England on handicap terms.

Mr. C.B. Cochran is prepared to put up a substantial inducement for another meeting between Wilde and Moore, if the boxers are willing.

The *Sporting Chronicle* is responsible for the statement that Andrew Wilson has resolved, if his transfer can be arranged, to stay at Tynecastle.

D. McLean, M'Skimming and Robertson, formerly the Motherwell left winger, have been re-engaged by Sheffield Wednesday. Blair, Rangers, is still unsigned.

Yorkshire County cricketers are to receive, as from the commencement of the season, £6 for home matches, and £7, 10s. for away matches, plus talent money.

J.C. White, who has been bowling so well for Somerset, is a left-hander. He bowls leg-breaks, and is said to have modelled his bowling on Tyler, the Somerset professional.

Seventeen players have been engaged by King's Park, which club is to take part in the Central League Competition. Up-to-date £1,000's, worth of the 3000 £1 shares have been taken up.

Wm. Rutherford, a schoolboy internationalist, who at the beginning of last season played a few games for the Heart of Midlothian, has been fixed up by Newtongrange Star. He is a left full back.

George Tweddle, a Cumberland wrestler, who has taken part in Langhorn sports for many years, has received a presentation from Langhorn Committee. He won the second prize in wrestling in 1878, when the winner was the champion, William Blair.

In Lanarkshire there will be four first division Scottish League clubs with their headquarters within a few miles of each other—Motherwell, Airdrieonians, Hamilton Academicals, and Albion Rovers are to have the use of the Airdrieonians' ground till their own is ready.

The century makers in the Lancashire-Sussex match—Hallows (113) and Tate (108)—had never made three-figure scores before in first-class cricket. The Lancastrian was at the wicket for over two and a half hours and the young Sussex professional was batting some three-quarters of an hour less.

Lieutenant W.R. Dickens, the well-known Edinburgh runner, who won a sprint championship trial at Aldershot recently, is said to have applied to the A.A.A. for reinstatement as an amateur, and to have had his request declined. He wished to continue his athletic career in the proper sphere for an officer in the Army.

At the annual business meeting of the St. Andrews Golf Club, it was reported that the membership had been nearly doubled, the number of members now being 220. The following officials were elected to act for the ensuing year:—President, Major G.D. Campbell; vice-president, Mr. David Cunningham; captain, Mr. James Spence; secretary and treasurer, Mr. John Stewart; match secretary, Mr. J. Sorley.

J.N. Crawford has apparently lost none of his old ability, though it is ten years since he appeared in the Surrey cricket eleven. His return to the Oval is welcomed, for it was a matter of much regret that he and the management should have cast out over something or other all these years ago. He performed brilliantly in the field against the Australians, and scored 144 not out yesterday in great style in little over two hours.

"Bob" Orrock, the famous Falkirk back of former years and last season of St. Mirren, has not yet fixed for the ensuing season. He had had three enticing offers from English clubs, but being in satisfactory employment in the shipyard and settled down at Alloa, he has not considered these seriously. Bob's popularity in the district would make him a good drawing asset for the newly-constituted Alloa Athletic, and certain negotiations have been taking place.

The "Tour de France," the greatest cycling event of the world, was won by a Belgian, Tirmir Lambot. He did the enormous circuit of 3,455 miles in 231 hours, 7 mins., 15 secs. The course was broken up into a number of stages, and the competitors were allowed to rest every other day. Sixty-nine competitors started from Paris, and eleven of these completed the long and trying journey, a goodly part of which was through the most devastated districts of France and over bad roads.

The death of R.G. Barlow, the Lancashire "stonewall" batsman, recalls the story told of his discovery by A.N. Hornby. Mr. Hornby had occasion to stop for a train connection at a wayside station where he found the only official, the stationmaster and the porter playing cricket. His curiosity was aroused, and he made some inquiry of the stationmaster as to how they conducted their game. He was informed that they played every evening.

"Have you had your innings?" "Oh, yes." "And how long has the other man been in?" "In, why he's been batting for a fortnight and no sign of getting 'im out." The tale may be apocryphal, but it so fitted Barlow's style of batting that it obtained general credence.

Vicount Barrington writes as follows to the *Eton College Chronicle*:—"I give place to no man in my love for my dear old school, having spent nearly ten years of my life there, but I do think that the 'rag' on the ground after the Eton and Harrow match is a mistake. Eton and Harrow are not the enemies they were in my time, in the sixties. There was a good deal of blood shed last Saturday. If Harrow is the aggressor, there is no more to be said; but if Eton begins the row I think it is undignified and impolitic. I am quite sure the match will be stopped if it continues another year. We had an overwhelming and glorious victory. Why not be content with that, and give up the rowdy rag after it is all over?"

Mr. David Patterson has been showing remarkable prowess on the bowling green of the Buccleuch Club at Hawick. He has reached the final in the competition for the president's prize after having beaten Mr. B. Hills in the semi-final by 17 shots to 2, while in the preceding tie he defeated Mr. Thos. Paterson by 17 shots to 1. Such a record for scoring in two competitive games will be a record in connection with the Buccleuch club. Mr. Patterson, was beaten in the final of the rink competition, for "Mr. R. Scoon's valuable prizes, and he was in the semi-final for the Pow Cup. He is better known in the Rugby football world, however, than in bowling centres, as the redoubtable "Davie" Patterson of half-back fame. He and "Mattha" Elliot were the finest half-backs that the Hawick "greens" ever produced, and their fame was known all over the land.

The Duke of York Stakes in October will be run at Kempton, which will then be ready for racing.

James J. Corbett thinks that neither Beckett nor Carpenter would last three rounds with Dempsey.

J.N. Crawford signalled his return to the Surrey eleven by scoring 144 not out in the match with the Australians.

Alec Taylor, the Manton trainer, now tops the list of winning trainers. Horses in his charge have won stakes aggregating £23,166.

Lindsay, the former Dundee forward, has gone to Tottenham Hotspur for good. Raith Rovers came nicely out of the little deal with £250.

"Jocky" Simpson, the international footballer, will be unable to assist Blackburn Rovers at the opening of the season on account of ill-health.

East Strathgairne have signed on John Corbett, Gairdoch Thistle, an outside left. Smie, who was fixed up, desires to resume his junior connection.

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"LOST" OVER-SEAS MEN.

7,000 WANDERERS IN ENGLAND.

The records offices in London of the various Overseas forces are making their last grand tally, and trying to trace every man who has appeared on their books. Up to the present some 7,000, about 1 per cent. of the total, cannot be accounted for, says the *Daily Mail*.

Not all these men are considered to be definitely lost. Some have gone on furlough and have accepted work without the formality of communicating with the authorities. Others have married and settled down with their "in laws" in preference to returning to camp and telling the colonel. Others again are the restless irresponsibles, who have neglected to apply for an authorised discharge in England, although they might have had it with a little patience. Many of these, it is thought, will trickle back.

The South Africans have but 25 absentees, every other man of the 26,000 who came over being accounted for. The New Zealanders are 300 short, but they expect to see this figure reduced.

Most of the "missing" Australians and Canadians are wandering about without authority, and it will take a long time for the Military Police to round them up and shepherd them into concentration camps.

Some of the Dominion Governments are publishing advertisements warning these men to return by a certain date; unless they wish to forgo gratuity and a free passage home.

Donoghue continues to head the list of winning jockeys with a total of 92 wins. Carrsake, with 65 firsts, has the better percentage of wins, with 32.50 against the leader's 25.77.

The group of professionals known before the war as "The Quartette," viz., Harry Vardon, James Braid, J.H. Taylor, and Alec Herd, will play over the Sandy Lodge Course on Saturday, 18th October.

By winning the 100 yards National Ladies' Swimming Championship, Miss Constance Jeans, proves herself the best all-round lady swimmer in England. She won the five miles race in the Thames recently.

Jack Johnson, down at El Paso, in the wilds of Mexico, is training Captain Bob Roper, the American amateur champion, so that he can become a contender for the world's title. The amateur is said to have greatly improved.

The Croyham Hurst professional and English internationalist, R.G. Wilson, has broken the record for the Croyham Hurst Course, held by himself; by one stroke, having gone round in 66. Wilson did 33 strokes out and home, the Bogey being 78.

At a sports meeting held by the 10th A. and S.H., who are with the Army of Occupation on the Rhine, Corporal Looker was credited with running the 100 yards in 14.1-5 secs. It is stated that the weather was unfavourable, which makes the performance quite a remarkable feat.

Alfred Shrubbs, Britain's famous long-distance runner, has arrived in Britain from Canada, after an absence of 12 years. Shrubbs, who looks just as fit as he did when breaking records in the old days, hopes to race M'Crack of Banknock, over distances of three, five, and ten miles late in September.

Blackburn Rovers will commence the season with practically the same side that they left off with in 1914-15. The one notable exception is Eddie Latheron, who lies in a soldier's grave in France. The team to open the season is likely to be: Robinson; Crompton and Duckworth; Walmsley; Smith, and Bigg; Simpson; She; Dawson, Orr, and Hodgkinson.

